

Entertainments.

THEATRE ROYAL,
CITY HALL.

THE 'VICTORIA' DISASTER.

Owing to the Great Success achieved by
THE 'VICTORIA' DISASTER.
The Company have decided to give
ONE MORE PERFORMANCE,
TO-MORROW
(SATURDAY), the 19th August,
When NEW JOKES and SONGS will be
introduced.

On which occasion the House will be
open at POPULAR PRICES.

Via.—To Dress Circle, \$1; and to other
parts of the House, 60 Cents.

No Half Price.

Doors open at 8.30 p.m. Commence at 9 p.m.
Late Train to Peak.
Hongkong, August 18, 1893. 1437

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 21st day of August,
1893, at 3 p.m., the Company's S.S.
OLDENBURG, Captain H. GUTHMANN,
with MAILED PASSENGERS, SPOOLS,
and CARGO, will leave this port as above,
calling at NANTES and GENOA.

Shipping Orders will be granted till
noon, on SATURDAY, the 19th August,
Cargo and Special will be received on
board until noon, on MONDAY, the 21st
August, and parcels will be received at the
Agency's Office until noon on SUNDAY,
the 20th August. Contents of Packages are
required. No Parcel Receipts will be
signed at less than 22, and parcels should
not exceed Two Feet Cubic in measure-
ment.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.
For further particulars, apply to
MELOCHERS & Co.,
Agents.

Hongkong, July 28, 1893. 1318

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 23rd August,
1893, at noon, the Company's
S.S. ALALIE, Commandant PAUL
with MAILED PASSENGERS, SPOOLS,
and CARGO, will leave this port for the
above places.

Cargo and Special will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m., Special and Parcels until 3 p.m. on
the 22nd August, 1893. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, August 10, 1893. 1394

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PASTORED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

Victoria	Tuesday	August 29.
Tacoma	Thursday	Sept. 28.
Maple	Thursday	Oct. 19.
Victoria	Thursday	Nov. 9.
Tacoma	Tuesday	Dec. 12.
Maple	Tuesday	Jan. 9/94.

THE Steamship VICTORIA, Capt. J.
Paxson, R.N.R., sailing at Noon, on
TUESDAY, the 29th August, will proceed
to VICTORIA, B.C., and TACOMA and
SEASIDE, INLAND SEA, KOBÉ and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
Steamer to the care of The Freight Agent
Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with
address marked in full by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, OARLELL & Co.,
Agents.

Hongkong, August 10, 1893. 1393

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki),
Kobe, Inland Sea, and
Yokohama).....

City of Rio de Janeiro
(via Nagasaki,
Kobe, Inland Sea, and
Yokohama).....

City of Peking (via
Nagasaki, Kobe,
Inland Sea, and
Yokohama).....

THURSDAY, Sept. 14.
at 1 p.m.

THURSDAY, Oct. 5,
at 1 p.m.

THE U. S. Mail Steamship PERU
will be dispatched for SAN
FRANCISCO, via NAGASAKI, KOBÉ,
INLAND SEA and YOKOHAMA, on
SATURDAY, the 26th August, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers, and to the
principal cities of the United States or
Canada. Rates may be obtained on applica-
tion.

First Class Passengers have full choice of
any of the Overland Routes, including
CENTRAL PACIFIC, SOUTHERN
PACIFIC, UNION PACIFIC, NORTH-
WESTERN PACIFIC, and DENVER and RUTHERFORD
RAILWAYS. They can also
travel over the CANADIAN PACIFIC
RAILWAY, on payment of \$10 in addition
to the regular tariff rate.

Particulars of the various routes can be
obtained on application.

Special rates (first class only) are granted
to Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
in the United States, should be sent to the
Company's Office in San Francisco, and
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 73, Queen's Road Central.
J. S. VAN BUREN,
Agent.

Hongkong, August 9, 1893. 1388

Intimations.

WINDSOR HOTEL,
(in Connaught Buildings),
QUEEN'S ROAD, HONGKONG.THE Private Hotel heretofore carried on
at WINDSOR HOUSE has now been
removed to CONNAUGHT HOUSE.

Christine Under European management.
Each Bed-room has its own Bath-room.
Hot and Cold Water. Passenger Elevator
to all floors.

Charges from \$2 per day upwards.

Special Rates for Families or Permanent
Boarders. Offices and Rooms to let Un-
furnished, and Rooms with or without
Bath, by day or month. Apply at the
Office, No. 37, 3rd Floor.

Hongkong, August 23, 1892. 1634

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.NATURAL SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

YOUNG MEN'S ORCHESTRATED
BINGOULAINS and TELESCOPES,
RUBBER'S LIQUID and OTHER COMPANIES,
ADMIRALTY & IMRAY CHARTS,
NATURAL BOOKS.

English Silver & Electro-Plated Ware,
Chronometer & Co's Electro-Plated Ware,
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON
PARTNERS, at very moderate prices. 742

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

MR. SASSOON'S CUP and SPOONS
will be Shot for TO-MORROW,
the 19th Inst. Ranges, 200 and 300 yards.
Time, 2.45 p.m.

ED. ROBINSON,
Hon. Secretary.

Hongkong, August 18, 1893. 1446

THE HIGH SCHOOL,
ST. PATRICK'S HALL,
GARDEN ROAD.THE CHRISTMAS TERM will Com-
mence on MONDAY, 21st August, at
Nine A.M.

For Special Prospectus and Revised Scale
of Fees, apply to
THE HEAD MASTER.

Hongkong, August 18, 1893. 1447

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. Chelydra having
arrived from the above Ports, Con-
sular Invoices of Goods by her are hereby informed
that their Goods will be delivered from
alongside.

Cargo impeding the discharge or remain-
ing on board after the 21st Instant, at
Noon, will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 18, 1893. 1443

To-day's Advertisements.

REMINDER.

THE ENTRIES for the GYMKHANA
MILE HANDICAP CLOSE TO-MOR-
ROW, 19th Instant.

A. H. THOMAS, Carr.,
Hon. Secretary.

Hongkong, August 18, 1893. 1445

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship
Felicity,
Capt. Davis, will be
dispatched for the above
Ports on SUNDAY, the 20th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, August 18, 1893. 1439

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Chelydra,
Capt. R. Cass, will be
dispatched as above on
WEDNESDAY, the 23rd Instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 18, 1893. 1442

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
OWANG, TIENTSIN, HANKOW
and Ports on the YANGTSE.)

The Co.'s Steamship
Agamemnon,
Capt. WILLIAM, will be
dispatched as above on
THURSDAY, the 24th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 18, 1893. 1441

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Chelydra,
Capt. Agnew, will be
dispatched as above on
SATURDAY, the 26th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 18, 1893. 1440

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship
Monmouthshire,
Captain CUNNING, will be
dispatched as above on
or about WEDNESDAY, the 30th Instant,
instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, OARLELL & Co.,
Agents.

Hongkong, August 18, 1893. 1437

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

FUNG SUY, Hawaiian barque, Capt. D.
Mahony.—Shewan & Co.

VALVESON, German barque, Captain H.
Jakobsen.—Widder & Co.

GEORGE STERNON, American ship, Capt.
E. L. Murphy.—Jardine, Matheson & Co.

VICTORIA DISPENSARY.

Aerated Waters.

WATER.—The Water used is absolutely
pure. Steam Plant of the latest
and most powerful type. Super-
vision.—The whole process of manu-
facture is under the continuous
supervision of a qualified English
Chemist.

THE PRODUCT.—Will bear compari-
son with the Waters made by the most
noted makers in England.

Dakin, Cruickshank &
Company, Ltd.

VICTORIA DISPENSARY. 673

SHIPPING.

ARRIVALS.

August 17:—
Krin, Norwegian steamer, 1,104, D.
Hagmann, Hongkong Aug. 14, Coal.—Jar-
dine, Matheson & Co.

August 18:—
Fushin, Chinese steamer, from Canton.
Swatow, German steamer, from Canton.
Hanoi, French steamer, 738, M. E.
Moutillat, Hongkong Aug. 15, General.—
A. B. MARY.

Chelydra, British steamer, 1,674, R. Cass,
Calcutta Aug. 2, Penang 8, and Singapore
12, Ogun and General.—Jardine, Matheson
& Co.

Kwaiyang, British steamer, 1,057, Outer-
bridge, Swatow Aug. 17, General.—
BUTTERFIELD & SWIRE.

CLEARED.

Umbria, for San Francisco,
Continental, for Illoilo.

Vessels Advertised as Loading.

Destination. Vessels. Agents. Date of Leaving.

Bromon & Ports of Call (Oldenburg (s) Norddeutscher Lloyd, Aug. 21, at noon.

Havre and London (Spondilus (s) Shewan & Co., Aug. 21, at noon.

London & Ports of Call (Verona (s) P. & O. S. N. Co., Aug. 21, daylight.

London, v. Suez Canal (Kasum (s) Arnold, Karberg & Co., About August 24.

London & Hamburg (Cyclops (s) Butterfield & Swire, August 28.

London & Bombay (Marmouthshire (s) Dodwell, Oarrell & Co., About August 30.

London & Ports of Call (Bavaria (s) P. & O. S. N. Co., About August 24.

London, v. Suez Canal (Cyclops (s) P. & O. S. N. Co., August 31, at noon.

Manila, via Amoy (Yikang (s) P. & O. S. N. Co., About Sept. 14.

Manila, via Amoy (Bismarck (s) Jardine, Matheson & Co., Aug. 19, at 5 p.m.

Manila, via Amoy (Salazie (s) Shewan & Co., Aug. 19, at 5 p.m.

Manila, via Amoy (Sagami Maru (s) Messageries Maritimes, Aug. 23, at noon.

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Lord Justice Clerk Balfour, of Scotland, was a man of few words and strong business habits. In court he was entirely unflinching. His procedure was entirely unflinching. Calling on the lady, he said to her, without preliminary remark: "Lizzie, I am looking out for a wife, and I thought you were the person that would suit me. Let me have your answer, 'Yes' or 'No'." The lady, who was a widow, replied in the affirmative. Perhaps he reported his propinquity; for, when a butler gave warning on account of Mrs. Balfour's scolding propensities, the judge replied: "Lord, mon, ye're little to complain of; ye may be thankful ye're no married to her."

The invention of the screw-propeller is claimed for several persons, says the *English Mechanic*, and lately the controversy of the birth of Joseph Hessel, who is credited by the Austrians with its invention, was celebrated in Austria by the unveiling of a monument at Maribrunn, where he lived when a student of forestry, by the inauguration of memorial tablets in the various towns in which he stayed, and by a great commemorative festival around his birthplace in front of the Polytechnic Institute at Vienna. The latter was erected in 1883, six years after he had died, in poverty and neglect, at an inn at Laibach. His claim to priority in the invention of the screw-propeller is disputed in England and elsewhere, but in Vienna it is held to be well established by various documentary proofs which have just been published. Hessel is said to have described his idea of using the Archimedean screw for the propulsion of ships as early as 1812. Some Austrians ascribed to him the first use of the screw-propeller was by the *Sierata*, of Hoboken, which tried twin-bladed screws in 1804. The use of the screw was, however, suggested by many writers, even by Hooke as early as 1680.

A CASTLE in this air, in the most literal sense of the word, is to be the sensation at the exhibition to be held at Kensington next year. The plan is that of the engineer, Tinkley, and a company has already been formed for carrying it out. It consists of a raft twenty yards square made of bamboo and steel and aluminium hollow pipes, upon which a palatial restaurant, but in height of 600 yards above the ground by a number of captive balloons. By means of strong cables and anchors this castle in the air will be kept perfectly still, even in the highest weather. This is, at any rate, the promise of the promoters, and it will be the promoters of the exhibition, each to contain eight or ten persons, will be employed for conveying the public from the earth to the castle in the air, and vice versa. The balloons will be kept light by means of a gas, and a non-combustible gas, and a peculiar apparatus being used for directing the supply of gas to any single balloon. Powerful electric fans will be placed in the air to blow from the castle in the air to the exhibition grounds and by the aid of steam cranes it will be possible to haul down the whole structure in less than ten minutes.

A CORRESPONDENT writes as follows to the *Shanghai Mercury* concerning the credulity of the cow: "In a paragraph from the 20th *Times* you mention a strange circumstance concerning cows refusing to give milk accompanied by calf, alive or dead. It is not strange and may be witnessed in this port frequently, exactly as you describe it. The cowkeeper stuffs the dead calf's skin with straw and puts four bamboo in the legs. Throwing it across his shoulder he marches off to the European house to be supplied with milk, followed by the simple-minded and cunning calf on his bamboo prop. Alongside the mother, with head close to under and touching her belly, the calf part near the cow's head. She never then refuses her milk, but remove the dummy and not a drop will she give. Still, after all, a cow from an English farm, with only sheep instead of cows. One ewe loses her lamb, another has twins, and cannot support both and live; the other will waste, so we take the skin of the dead lamb, sew it neatly round the living one and the motherless ewe will suckle it and in a few days the skin is removed. With our domestic cows the calves are taken from the mother almost at birth, and when her milk runs above a few hours, and owing to the large quantity she secretes, the pain is too intense. I have known them run after me to be milked, bellowing loudly all the time for their calves. Chinese would let their milk after the cow would probably yield their milk after a day or two; but John looks on that day's milk as lost, or rather as so many cash lost, and hence the carrying round of a stuffed calf."

With reference to the duty of consuls in promoting the interests of trade, the *New York Nation* says: "The British Consul in New York was in the British Foreign Office, he maintained that it was 'the clear and constant duty of the Government, which holds in its hands the threads of a vast organization stretching over the world, to do all that it legitimately can to assist the progress of commerce.' In using upon this view, he prepared a memorandum showing in what manner British trade might be assisted by his Majesty's diplomatic and consular officers. He discovered, by means of careful investigation and wide correspondence, with boards of trade, that the information regarding commercial matters transmitted from abroad by these officers was not of the right kind, that it came too late, and that it was not published in an accessible and attractive form. His correspondents bore witness to the great assiduity displayed by the consular agents of the United States in sending home frequent and detailed reports of the movement of trade, and recommended that 'the agents of the British Foreign Office take example from their American confreres.' Mr. Bayard, as Secretary of State, printed the memorandum and correspondence, and, in laying the pamphlet before our consuls, reminded them of their duty to work with increased diligence, in the hope that the reforms about to be instituted in Great Britain were suggested by the series of reports begun under Mr. Everett in 1880. That the reports of our consuls have been free from the defects mentioned by Mr. Bayard is no one will maintain, but it is not the same as to say that, compared with similar publications of other governments, they are very creditable. In the November number of last year appeared a report by our consul at Piedras Negras on 'Mexican Trade and How to Secure It,' which, by President's order of July 1, received the usual distinction of being utilized by trade and daily papers of the United States as an editorial article, or in other ways, at intervals of a few weeks from the time of its first appearance in the State Department publication of this time. Among other papers quoting from it or referring to it approvingly is the *London Standard*.

SUPREME COURT. IN ORIGINAL JURISDICTION.

(Before His Hon. Mr. Justice of the Peace, Chief Justice, and a Special Jury.)

Friday, August 18.

THE SEIZURE OF THE TETARTOS.

FAILURE OF THE CASE FOR THE CROWN.

Mr. Justice of the Peace, Chief Justice, and a Special Jury.

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Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *RAVENNA*, Capt. G. W. E. BROWN, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, (connecting at Bombay with S.S. *SHANNON*, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 23rd SEPTEMBER, 1893), on THURSDAY, the 21st August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 17, 1893. 1438

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

Oceanic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... TUESDAY, Sept. 13, at 1 p.m.

Gafo (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... THURSDAY, Sept. 28, at 1 p.m.

Edgic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... THURSDAY, Oct. 26, at 1 p.m.

THE Steamship *OCEANIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 13th September, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and name will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Envoies to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, August 18, 1893. 1435

SANTAL-MIDY.

The pure essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian Bazaar, is superior to Capsules, Cubes, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round Capsules, each of which bears the name of the Indian Bazaar, in black letters, from which name are genuine.

SANTAL-MIDY Beware of all other Capsules or mixtures, contain impurities, resin, oils, &c., and are worse than useless.

SANTAL-MIDY is sold by all medicine dealers throughout the world.

Paris: 8, Rue Vivienne, 8.

For Sale by A. Watson & Co., Chemists.

Intimations.

WEEKLY NEWS FOR HOME.

The *Overland China Mail*, published for each English and French Mail Steamer for Europe. It contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The *Overland China Mail*, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China hands, it offers special advantages to advertisers.

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to the Office.

Subscription:
Per Annum, ... \$12.00, postage, ... \$1.00
" Quarter, ... 3.00, " 0.25
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ANY Customer, Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point.

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DR. E. J. EITEL.

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CHINA MAIL OFFICE,
Hongkong, May 17, 1893. 905

FOR SALE.

A COMPLETE REPRINT, in Pamphlet

Form, of the proceedings in the Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

REGINA V. PITMAN,

containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

PITMAN V. KESWICK

Price per Copy, ... 50 CENTS.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893. 1893.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & VICTORIA, B.C.)

TWIN SCREW STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG:

EMPEROR OF INDIA, 6,000 Tons, ... WEDNESDAY, 11th September.

EMPEROR OF JAPAN, 6,000 do, ... WEDNESDAY, 11th October.

EMPEROR OF CHINA, 6,000 do, ... WEDNESDAY, 11th November.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

EXCURSIONS TO JAPAN.—During the Summer months, sea trips can be made from Hongkong to Kobe and back, occupying 13 to 14 days. Return rate \$75.00.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through the whole of the continent.

The Dining Cars and the Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to
D. E. BROWN, General Agent.

Hongkong, August 16, 1893. 1439

SHARE LIST.—QUOTATIONS.—Aug. 18, 1893.

Stocks.

Hongkong and Shanghai Bank Corp. ... 80,000\$ 125 all 94 1/2 prem., sellers

Bank of China, Japan and Straits, Ltd. ... 99,875\$ 10 1/2 1.15 50 cents, buyers

Nat. Bank of China, Ltd. ... 1,250\$ 10 1/2 1.12 20, sellers

Marine Insurance Co., Ltd. ... 10,000\$ 5 1/2 112

China Fire Insurance Co., Ltd. ... 24,000\$ 83.33 20 5/8 50, sales and sellers

Union Insurance Society Co., Ltd. ... 30,000\$ 20 1/2 110, sales and buyers

Yantai Insurance Association, Ltd. ... 8,000\$ 10 1/2 110, buyers

China Fire Insurance Co., Ltd. ... 24,000\$ 83.33 20 5/8 50, sales and sellers

Union Insurance Society Co., Ltd. ... 30,000\$ 20 1/2 110, sales and buyers

Yantai Insurance Association, Ltd. ... 8,000\$ 10 1/2 110, buyers

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Union Insurance Society Co., Ltd. ... 30,000\$ 20 1/2 110, sales and buyers

Yantai Insurance Association, Ltd. ... 8,000\$ 10 1/2 110, buyers

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour are marked c., in conjunction with the figures denoting the sections.

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

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